

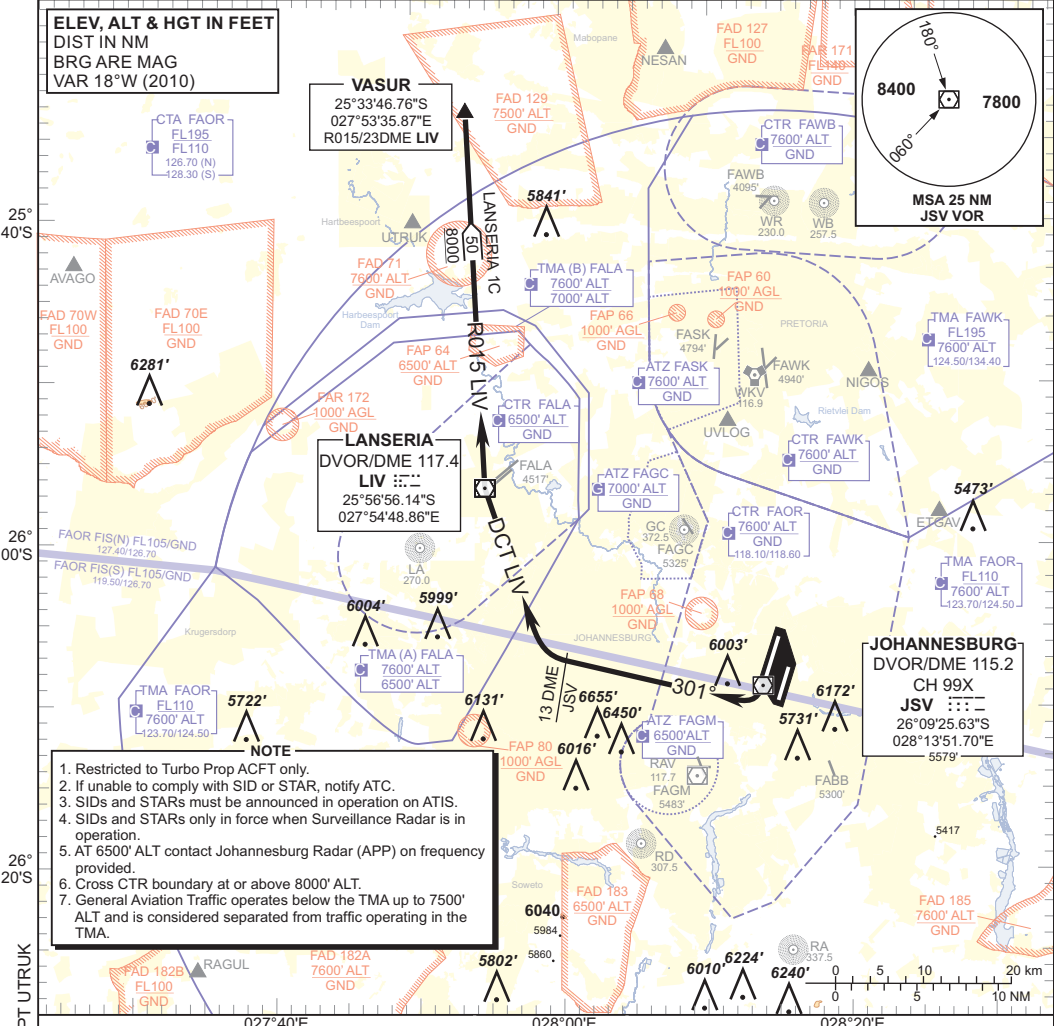
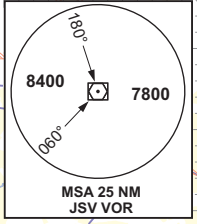
**STANDARD DEPARTURE
CHART -
INSTRUMENT
(SID)**

TRANSITION ALTITUDE
8000'
TRANSITION LEVEL
ATC

RADAR APP S 124.50 TWR E 118.60
E 124.50 W 118.10
W 123.70 ATIS 126.20
DIR 121.40 115.20
ACC N 126.70 SMC 121.90

JOHANNESBURG
(O.R. TAMBO INTERNATIONAL)
RWY 21R
LANSERIA 1C

**ELEV, ALT & HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 18°W (2010)**



- NOTE**
1. Restricted to Turbo Prop ACFT only.
 2. If unable to comply with SID or STAR, notify ATC.
 3. SIDs and STARs must be announced in operation on ATIS.
 4. SIDs and STARs only in force when Surveillance Radar is in operation.
 5. AT 6500' ALT contact Johannesburg Radar (APP) on frequency provided.
 6. Cross CTR boundary at or above 8000' ALT.
 7. General Aviation Traffic operates below the TMA up to 7500' ALT and is considered separated from traffic operating in the TMA.

**LANSERIA 1C
RWY 21R**

Climb to 8000' ALT, maintain RWY track to JSV. At JSV turn right onto track 301° (Turn radius to remain within 2.5 DME JSV). Crossing 13 DME JSV turn right direct LIV. At LIV intercept R015 LIV (OUBD) to VASUR. At VASUR set course as per flight plan.

Restricted to a minimum climb gradient of 5.3% to CTR boundary.
Further climb will be under radar control.
5.3% @ 80KT IAS = 429 FPM
5.3% @ 120KT IAS = 644 FPM
5.3% @ 160KT IAS = 859 FPM
5.3% @ 200KT IAS = 1073 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with the LANSERIA 1C SID, climbing to 8300' ALT or maintain last assigned level whichever is the highest. At VASUR set course as per flight plan and climb to flight plan level.

Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At VASUR proceed to AVAGO to hold and comply with the AVAGO 2B RWY 21 STAR Communication Failure procedure.

CHANGE: HBV decommissioned, new WYPT UTRUK